

# Brink Road Bridge (M-63) over Goshen Branch -- No. 500503

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Goshen-Woodfield & Vicinity  
None.

Date Last Modified  
Required Adequate Public Facility

January 9, 2006  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	346	1	169	176	176	0	0	0	0	0	0
Land	146	4	142	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5	0	0	5	5	0	0	0	0	0	0
Construction	1,678	0	831	847	847	0	0	0	0	0	0
Other	2	1	1	0	0	0	0	0	0	0	0
Total	2,177	6	1,143	1,028	1,028	0	0	0	0	0	0

## FUNDING SCHEDULE (\$000)

G.O. Bonds	835	6	478	351	351	0	0	0	0	0	0
Federal Aid	1,342	0	665	677	677	0	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project replaces the existing Brink Road Bridge over Goshen Branch and reconstructs the approach roadways (approximately 850 feet) to accommodate the new bridge. The new bridge will provide two 11 feet travel lanes with 4 feet shoulders on each side, for a total bridge width of 30 feet. The approach roadway work is needed to transition the new structure into the existing roadway. The road will remain open to traffic during construction. The proposed bridge alignment will be offset 15-20 feet to the east to avoid grading impacts to the adjacent Goshen Branch Stream Valley Park and to accommodate the wider bridge and a slight increase in the vertical profile elevation. The foundation will require drilled piles due to the layered rock at the site.

### Service Area

Goshen, Woodfield and Cedar Grove area.

### Capacity

The current average daily traffic (ADT) is 8,200 with approximately one percent trucks.

### JUSTIFICATION

The existing bridge, built in 1930, is a 38 feet long single-span structure carrying a 27 feet 4 inch clear roadway. The existing structure consists of ten steel I-beams with a bituminous filled corrugated metal deck, supported on concrete abutments. The bridge is currently posted for a 60,000 lb. limit for a single unit truck and an 80,000 lb. limit for a combination unit truck. The 2001 Bridge Inspection Report indicates that steel beams exhibit moderate to severe section loss in the bottom flanges. The abutments have moderate spall and hollow sounding concrete and the railings are in poor condition. This bridge is considered structurally deficient.

### Plans and Studies

The segment of Brink Road between Wightman Road and Relocated Goshen Road does not have a master plan designation and is considered a Secondary Residential Road. A pedestrian impact analysis has been completed for this project. This bridge was identified for replacement through the County's 1999 Biennial Bridge Inspection Program.

### Cost Change

Increase due to significant cost escalation associated with steel, concrete, and other construction materials.

### STATUS

Final design

### OTHER

Design costs for this project are included in the Facility Planning Bridges project. The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid. The construction will be implemented in three phases. Two-lane two-way traffic (one lane in each direction) will be maintained during construction. The schedule was delayed due to the need to obtain right-of-entry to adjacent property and State Highway Administration review process.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		1,689
First Cost Estimate		
Current Scope	FY07	2,177
Last FY's Cost Estimate		1,689
Present Cost Estimate		2,177
Appropriation Request	FY07	488
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		1,689
Expenditures/ Encumbrances		12
Unencumbered Balance		1,677
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

### COORDINATION

Maryland Department of the Environment  
Maryland State Highway Administration  
Federal Highway Administration  
Department of Permitting Services  
Maryland-National Capital Park and Planning  
Commission  
Verizon  
Pepco

### MAP

See Map on Next Page

